



MDT - Department of Transportation

Aeronautics Division

VOL. 49 NO. 12

December 1998

## Get Ready for the 15<sup>th</sup> Annual Aviation Conference

Make plans now to arrive in Butte for the 15<sup>th</sup> annual Montana Aviation Conference being held February 25-27, 1999 at the Ramada Copper King Inn. The Butte conference committee being chaired by Rick Griffith, Airport Director at Bert Mooney Airport and his volunteers are working diligently to plan an informative, exciting conference. This year's conference sponsors are the Montana Airport Managers Association, the Montana Pilots Association, the Montana Aviation Trades Association and the Montana Aeronautics Division.

The program will include something for each and every one of you with or without an interest in aviation. A variety of concurrent sessions will be offered. If any of you have a particular topic you would be willing to present on or know of an interesting speaker for a concurrent session please let us know.

Wear your GREEN! For those of you who have never celebrated Saint Patrick's Day in Butte, I'm sorry. You are in for a sneak preview of how to honor the great Irishman!! The Montana Aviation Conference will be the site for an early St. Paddy's Day party Friday evening. Dublin Gulch, Butte's own Irish band will perform with an Irish dinner and green beer planned for the evening. More on this later.

Exhibitors from across the country and Canada will reserve booth space for the trade show. These companies donate thousands of dollars in door prizes to be given away during the Conference. For those of you who pre-register for the conference, a special drawing will be held—you must pre-register to be eligible.

A special spouse/guest program will be offered and students will be invited to attend an aviation aerospace career awareness session on Friday afternoon. Please invite or bring along your high school students to participate in this excellent aviation career program

Registration fees are \$35 for an individual and \$45 for a family. This allows entrance into all sessions and includes drink tickets to a hospitality hour and luncheon on Friday.

Meal tickets are separate from the registration with the exception of the Friday luncheon and must be reserved no later than 48 hours in advance of each meal. Tickets for the kick-off luncheon must be reserved through pre-registration.

Again this year a TAKEOFF TO LANDING PACKAGE will be offered. Pay one price to attend all conference functions at a reduced rate.

Rooms for the conference have been blocked at the Ramada Copper King (800)332-8600 at the rate of \$60 single/double, \$70 triple/quadruple; and at the Comfort Inn (800)442-4667 at the rate of \$45; and at the Super 8 (406)494-6000 at a 10% discount from their published rate. The Comfort Inn and Super 8 are about a 5 minute drive from the Ramada Copper King. Transportation between the hotels will be offered. Be sure and tell the motel when making reservations that you are affiliated with the Montana Aviation Conference.

Book your room today! Butte is the site of a boy's state basketball tournament this same weekend.

Register for the conference by completing the registration form inside the newsletter. We look forward to seeing you in Butte.

## Aircraft and Pilot Registration

Please remember to register your aircraft and also to register as a Montana Pilot. In preparation for the 1999 Montana flying year, the Aeronautics division has mailed out aircraft invoices and pilot registration cards.

The Montana pilot registration is not only a state law, but a valuable tool for Montana search and rescue. Montana Aeronautics funds the Mountain Search Pilot Clinic and search training throughout the state, provides fuel and oil for search aircraft and supports the Flight Instructor Refresher Clinic, Montana Aviation Conference and Aviation Education throughout the state. The \$10.00 pilot registration fee also includes The Montana in the Sky newsletter. Thank you for your support.

The Division is mandated by Montana law to account for all Montana aircraft not later than March 1 of each calendar year. Aircraft not registered by the March 1 deadline, according to statute, must pay a penalty of five times the fee plus the fee. Montana Law also states that, "A person who owns or causes or authorizes an aircraft to be operated or who operates an aircraft without a registration decal displayed on the aircraft, commits a misdemeanor." A newly purchased aircraft must be registered within 30 days of entering the state. Aircraft coming to the state for commercial purposes must be registered and in compliance with the insurance regulations prior to commencing operation.

It is important to note that unflyable, uncompleted homebuilts, damaged or destroyed aircraft must also be accounted for each year. Upon **carefully reading the aircraft invoice**, you will note that there is no fee charged for an "unflyable" aircraft, sold aircraft or dealer inventory aircraft. You must, however, indicate the status of each aircraft and certify that the described aircraft information is true and correct, **aircraft registration invoices must be signed on the reverse side in order for our office to complete the registration process.**

If you do not receive your aircraft registration or have any questions, please feel free to call the Division at (406) 444-2506.



# Administrator's Column

## COURT RULES AGAINST TRIBAL LANDS OVERFLIGHT RESTRICTION:

The U.S. Court of Appeals for the Ninth Circuit ruled in favor of the Federal Aviation Administration (FAA) in a case involving overflights of Indian tribal lands. The Morongo Indian tribe had attempted to force the FAA to change an approach route into the Los Angeles International Airport. The FAA had made changes in the routing and the tribe complained that the increased number of flights caused additional aircraft noise over their lands even though most of these flights were at 18,000 feet. The aviation industry is pleased with this court ruling as it could be an important precedent in future attempts to block overflights of tribal lands. First we have the parks, then the U.S. Forest Service, now tribal lands, what will be next?

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## FAA SOLICITS BIRD AND WILDLIFE STRIKE REPORTS:

Federal Aviation Administration (FAA) Administrator Jane Garvey has requested that aviation businesses help promote bird and wildlife strike reporting. The FAA and the U.S. Department of Agriculture (USDA) developed a poster explaining the importance of reporting strikes and how to make such reports either on FAA Form 5200-7 or through the Internet. The National Air Transportation Association (NATA) President Jim Coyne stated "The Association agrees with the FAA that a national data base is essential for defining the nature and magnitude of the problem so that effective wildlife management and control programs can be developed and implemented. It is the hope of NATA in partnership with the FAA to help gather more information on the number and types of strikes to add to the data base." Garvey expressed concern over this growing problem and stated "It is estimated that wildlife strikes to aircraft cost the U.S. civil aviation industry over 500,000 hours a year of aircraft downtime, \$250 million a year in direct aircraft damage, and \$77 million a year in other costs." Garvey expressed her appreciation to the NATA for agreeing to help the FAA with this program.

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**ORDER TO LAND BILL KILLED:** The "order to land" provision which Senator John McCain (AZ) added to the Coast Guard reauthorization bill was deleted from the legislation during the House/Senate conference. The Aircraft Owners and Pilots Association (AOPA) along with other national aviation associations had mounted a strong lobby against passage of this provision. The proposal had been touted as an anti-drug smuggling measure and the opponents, although despising drug smuggling, were fearful of the anti-safety and pilots' rights issues had this bill passed.

## A & P MECHANICS – DEADLINE:

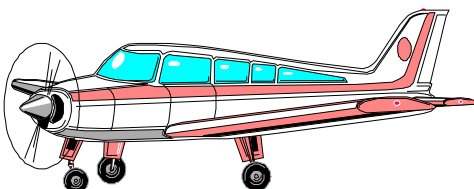
Last month I wrote an article about the FAA's Notice Of Proposed Rule Making (Docket No. 27863, Notice no. 98-5) which will, if adopted" make many changes to the now proud Airframe and Powerplant Mechanic license. In fact the A&P as we know them today will cease to exist. It is very important for you to comment as a no comment will be considered by the FAA as concurring with their proposal. Mail your comments to FAA, Office of Chief Council, ATTN: Rules Docket (AGC-200) DOCUMENT NO. 27863, Room 915G, 800 Independence Ave. S.W., Washington, DC 20591. Remember - THE DEADLINE IS JANUARY 8, 1999.

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**HOLIDAY GREETINGS:** I wish to take this opportunity on behalf of the Aeronautics Board and Division to wish you all a joyous Christmas season and a safe, fun-packed, and successful 1999.

Twenty nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,123. This includes \$120 for production, \$783 for postage and \$220 for printing.

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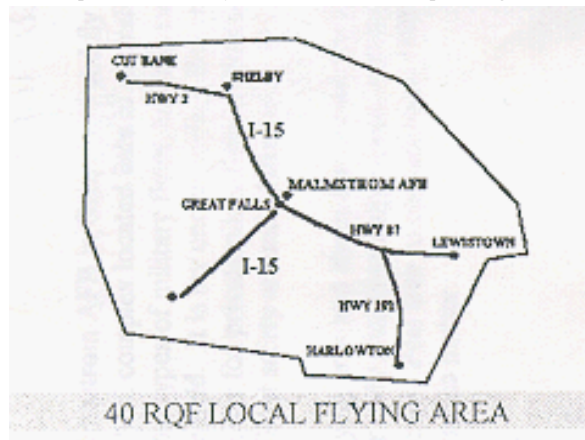
# Air Force Helicopters Operate In This Area

By: *Major Gary A. Alexander*  
*Chief, Flight Safety, USAF*

The United States Air Force operates eight UH-1N/Bell212 (HUEY) Helicopters from Malmstrom AFB, in Great Falls. You are bound to see them operating in central Montana. Their normal area of operations is from as far north as Cutbank south to Harlowton and from Helena east to Lewistown.

This helicopter travels at speeds up to 130 knots and can be flown as high as 14,000 ft MSL. Normally, however, expect to find it a 1,000 ft AGL and below. Since it is fully instrument capable, 40<sup>th</sup> Rescue Flight helicopters may be found in the instrument pattern anywhere there is a published approach. The 40<sup>th</sup> Rescue Flight is also Night Vision Goggle (NVG) equipped, so both night aided (NVG) and unaided (non-NVG) flights also occur in this vicinity.

These helicopters are usually found in the local operating area. See map below.



Most pilot training and base operational support missions occur here. In addition to operating in this area, these helicopters can be found in the VFR patterns of airfields within this area. Aircraft call-signs begin with the word "Blade" and are followed by a two digit number (for example, Blade 22). Aircrews monitor local unicom or tower frequencies when in the vicinity of airports and both UHF and VHF Guard frequencies (234.0 and 121.5).

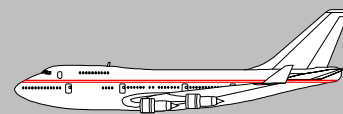
This medium helicopter requires only a single pilot. Even though most flights have two pilots and a flight engineer, please be aware that even with two pilots, this helicopter type has many blind spots. With one pilot (in the right seat), it is even worse. NEVER ASSUME the helicopter crew sees you.

When operating near Malmstrom AFB, be advised the airspace is uncontrolled. We advise that you avoid Malmstrom AFB all together. Great Falls Approach may or may not have any helicopters operating in the Malmstrom area on radar. Training is conducted within a five nautical mile radius around Malmstrom on a daily basis to portions of the closed runway and to grass areas south of the base. This training usually occurs at 4,500 MSL and below unless otherwise directed.

The 40<sup>th</sup> Rescue Flight is aptly named. We routinely assist the public with local search and rescues within the Idaho, Montana, and Northern Wyoming areas. Whether it's a lost hunter or a family who got lost while hiking in the woods, the members of the 40<sup>th</sup> Rescue Flight are proud to help.

Please work with us and keep an eye out for the HUEY when operation in and around the 40<sup>th</sup> Rescue Flight local area. We'll keep an eye out for you. Thanks, and Fly Safe.

Feel free to call the 341<sup>st</sup> Space Wing Flight Safety Office at (406)731-6716, 6721 or Public Affairs at (406)731-4044 if you have further questions.



## Calendar

**December 5** – MPA Board of Directors Meeting, Lewistown MPA Christmas Party, Lewistown.

**December 7 – 10** – National Agricultural Aviation Association Annual Conference, Tropicana Hotel, Las Vegas, NV (202)546-5722.

**February 5 - 6, 1999** - Flight Instructor Refresher Clinic, Helena.

**February 25 - 27, 1999** - Montana Aviation Conference, Copper King Inn, Butte.

**March 18 – 20, 1999** – 10<sup>th</sup> Annual International Women in Aviation Conference, Radisson Twin Towers Hotel, Orlando, FL (937)839-4647.

**April 11 – 17** – 25<sup>th</sup> Annual Sun 'n Fun Fly-In and Convention, Lakeland, FL.

**June 5** – 9<sup>th</sup> Annual AOPA fly-in and Open House, AOPA Headquarters, Frederick Municipal Airport, Maryland

**July 28 – August 3** – EAA AirVenture Fly-in and Convention, Oshkosh, WI.

**August 5 – 8** – MAAA Fly-in, Pogreba Field, Three Forks

**October 21 – 23** – AOPA Expo '99, Atlantic City, NJ

## Challenge Aviation With Education

A Montana Aviation Education workshop for teachers will be held in conjunction with the Montana Aviation Conference. Spread the word to your favorite teacher. The workshop will be held on February 26 & 27 1999, at the Ramada Copper King Inn & Conference Center in Butte, MT.

The aviation education workshop will be hands on aviation curriculum. Programs are specifically designed for teachers. Saturday's workshop will include an orientation flight. Teacher renewal credit units have been approved through the Professional Development Inservice.

High school students and teachers are invited to attend the Aviation Careers Program on February 26<sup>th</sup>, 1:00 – 3:00 PM, at the Ramada Copper King Inn & Conference Center, Butte, MT. **Professionals from the aviation industry will present a panel question and answer program on many of the aviation jobs that are available today.**

For further information contact Jeanne Lesnik at Montana Aeronautics 406-444-2506.

# Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations who believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourage participation. Help us spread the word by sharing this information with your local FBO, flight instructors and students.

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## **ALOA Scholarships**

A Love of Aviation (ALOA) Scholarship established in 1993 by an anonymous donor will once again be awarded in 1999. A second ALOA donor stepped forward in 1997 and will again offer a scholarship.

The \$250 flight scholarships offered to Montanans are to be used to help defray costs of flight instruction and will be presented during the 1999 Montana Aviation Conference in Butte.

Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1999.

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## **AOM Flight Training Scholarship**

The Aviation Organizations of Montana (AOM) includes representatives from the MAMA, MAAA, MATA, EAA, MFF, MT 99s, MPA, CAP, AMAA, MSPA, and the MAD and was formed....."to promote all facets of aviation in the State of Montana..."

AOM has established a scholarship to financially assist a student pilot in obtaining their private pilot certificate. A scholarship in the amount of \$500 and in its fourth year will be awarded annually for five years to a Montana student pilot. Applications are being accepted for the scholarship which will be presented at the 1999 Montana Aviation Conference. All applications must be mailed to 1214 W. Crawford, Livingston, MT 59147 and must be received by December 31, 1998.

Applications and guidelines are available at FBOs and from CFIs throughout the state. Photocopies of an application form are acceptable.

Guidelines include: applicant must be a resident of Montana and all flight training must be received in Montana by a Montana registered CFI plus more.

If you are unable to find an application, please send a self-addressed stamped envelope to MT 99s, c/o AOM Flight Training Scholarship, 1214 W. Crawford, Livingston, MT 59147 or call the Aeronautics Division at 444-2506.

## **Aviation Appreciation Scholarship**

The fourth annual Aviation Appreciation Scholarship will be presented at the Montana Aviation Conference in Butte.

The scholarship is offered by Jeff Morrison, retired former owner of Morrison Flying Service, currently Exec Air in Helena.

Jeff has established the \$250 scholarship as a token of appreciation to the aviation community. The scholarship is designed to help a young person seeking a career in aviation.

The scholarship recipient will be selected based upon a Montana resident explaining in a letter the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1999.

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## **Blue Goose First Generation Flight Scholarship**

Joe and Kathy Kuberka, owners of Blue Goose Aviation, will be awarding a \$250 scholarship to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family. The recipient may be a new student pilot or an individual working towards an additional rating.

The scholarship recipient, a Montana resident, will be selected based on a letter explaining the reasons for applying, future career goals, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1999.

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## **International Northwest Aviation Council Scholarship**

The International Northwest Aviation Council (INAC) is currently soliciting applications for its 1999 Scholarship Program. Four recipients — two US and two Canadian students — will be selected and awarded \$1000 from INAC in recognition of outstanding performance or need. The scholarship can be used for students pursuing a private pilot certificate or any advanced rating; airframe and powerplant mechanic license; or any coursework

involving an aviation career.

An application form and procedures can be obtained from the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. All materials must be received in Helena by March 31, 1999. Scholarship recipients will be selected by the INAC Scholarship Committee, awarded in April 1999 and announced at the INAC Annual Conference in September in Nanaimo, British Columbia.

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## **Montana Pilots Association Junior Pilot Award**

The Montana Pilots Association is seeking applicants for its Junior Pilot of the Year Award. The recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. New pilots are frequently chosen for this award, but don't let the Junior fool you, this award can be given to any deserving age group. This person is most likely pursuing a professional aviation career.

Interested applicants must submit letter explaining the reasons for applying, future career goals, past aviation experience, if any and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1999.

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## **Parrott Family Scholarship**

The Parrott Family will award a third annual aviation scholarship in 1999 to a Montana high school student. The scholarship will pay \$1,000 and is to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multi-engine ratings that are required by the RMC aviation curriculum. Eligible expenses include aircraft rental, flight and ground instruction, simulator training, and the purchase of aviation-related educational materials and related supplies.

The award will be made by a selection committee and will be based on overall character, academic qualifications, seriousness of purpose, past aviation-related activities, if any, or any other criteria it determines to be appropriate.

Applicants need to send a letter of application to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. Letters must be postmarked on or before February 2, 1999.

The award will be made at the Montana Aviation Conference in Butte at the end of February.

*continued on Page 5*



## **SCHOLARSHIPS CONT. 99s Scholarship**

The Montana Chapter of the Ninety Nines will award the seventh annual Esther Combs Vance/Vern Vine Memorial Flight Training Scholarship at the Montana Aviation Conference in Butte. The scholarship is to aid in the financing of a female student pilot's flight training or any Montana female interested in learning how to fly.

Applicants must reside in Montana and receive flight training in Montana by a Montana registered CFI.

Interested applicants must submit an essay of 500 words stating the reasons for wanting to learn to fly, including where your interest began and plans for obtaining your private pilot certificate together with other application materials. Improperly submitted applications will be disqualified. Applications must be mailed to 1214 W. Crawford, Livingston, MT 59047 and received by February 15, 1999. If you need more information, please write to Tina Pomeroy at the above address or call her at (406)222-6826. Requests for applications should be sent to the above address, please enclose a self-addressed stamped envelope or call the Aeronautics Division at 444-2506.

## **FLY SAFELY THIS WINTER**

Winter is here and once again it is time for Montana Pilots to plan ahead.

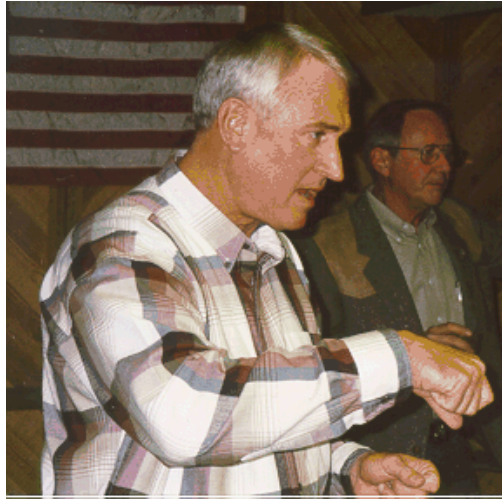
Winter survival gear may just save your life. Wear protective clothing in the winter, carry emergency equipment including: cold weather gear, fire starting materials, and signaling devices. Make sure your ELT is working and consider taking a winter survival course.

The thoroughness of a preflight inspection is important in cold weather. Low temperatures can change the viscosity of engine oil, batteries can lose a high percentage of their effectiveness and the cockpit instruments take a beating in a cold environment. Preheat your engine as well as the cockpit.

Montana winters can produce heavy snow accumulation in short periods of time. This can present problems with sudden closures of runways for snow removal at your destination airport. Remember to get a thorough flight briefing and check current NOTAMS, update with the flight service station while enroute. File a flight plan.

A common winter accident is trying to take off with frost on the flying surfaces of the aircraft. Remove all frost, snow and ice before attempting a flight. Remember winter weather is often changeable and reporting weather stations are generally few and far between, update with the flight service station requesting pilot reports. Always remember that, you the pilot, have complete responsibility for the go or no go decision based on the best information available.

# **Farewell and Welcome to Lt. Cols. Ken Lamkin and Chris Milodragovich**



*Lt. Col. Ken Lamkin pictured at his farewell dinner.*

Lt. Col. Ken Lamkin has left Montana to return to his native roots in Texas. He will be missed by the Montana Civil Air Patrol (CAP) and to those of us that have had the opportunity to work with Ken in an aviation education capacity. Ken served as the CAP Liaison Officer. During his Air Force career Ken flew several different aircraft and advanced to the rank of Lt. Col. Ken has a Masters of Education degree and has returned to teaching at Round Rock High School, Austin, TX. Ken will be continuing in his role as an aviation educator as he is teaching the ROTC program to high school students.

Lt. Col. Chris Milodragovich is a native of Butte, MT and is happy to be joining the Civil Air Patrol team as the Liaison Officer. Chris graduated from Butte HS and then attended the USAF Academy and completed his Masters in Aviation Science from Emory Riddle University. He flew the KC-135 tanker throughout his Air Force career and became the Air Mobility Command expert in Th KC-135. Because of his expertise he was assigned as the Standardization/Evaluation Officer of the 43rd Air Refueling Group at Malmstrom AFB. Chris has been working in the 341st Space Wing Program since March of 1996.

## **Space Plane Landings Delayed**

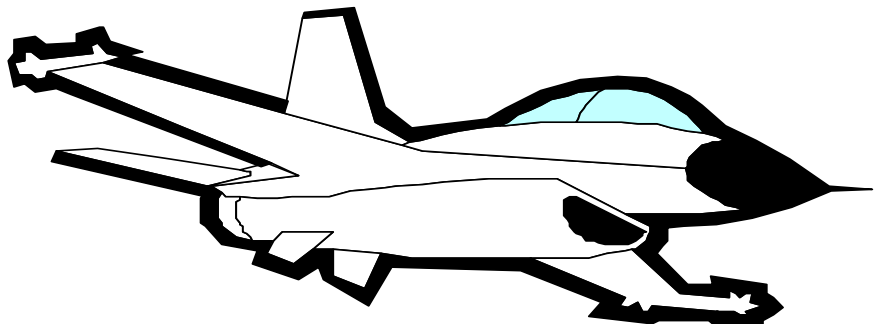
Test landings of the X-33 prototype space ship at Malmstrom Air Force Base may be delayed as much as six months according to NASA and Lockheed Martin officials. The said manufacturing holdups have set back assembly of the X-33, pushing the expected test landings to the second quarter of 2001.

The space agency and the aerospace giant are jointly developing the test version of the potential space shuttle successor, the VentureStar. Lockheed Martin Skunk Works Vice President Jerry Rising said many phases of X-33 assembly and testing are going well, but a few "challenges" have cropped up.

The most significant is a seven-month delay in delivery of the vehicle's engine by partner Rocketdyne, a division of Boeing. Cleon Lacefield, the X-33 project manager for Lockheed Martin, said Rocketdyne is not having technical problems developing the new engine, but manufacturing problems, including supply delays. The engine, originally to be delivered in February 1999, is now expected in September.

Lockheed Martin officials said they can assemble the rest of the craft, take it to the launch site at Edwards Air Force Base, CA and even test other components. But the first five mid-range flights, to Dugway Proving Ground in Utah, won't start until late 1999. That's when Lockheed Martin had planned to start conducting two long-range test landings at Malmstrom. Now they will postpone to the March-to-June-2000 time frame, Lacefield said.

After the initial seven flights NASA and Lockheed Martin officials will determine what additional information they need to compile and how many extra flights will go to the Utah and Montana sites.



## AERONAUTICS MECHANICS SEMINAR

The Montana Aeronautics Division is pleased to announce the 1999 Mechanics Seminar/IA renewal will once again be held in conjunction with this year's Montana Aviation conference.

The dates for the conference are February 25-27, 1999. The Mechanics Seminar will be held on Friday February 26 and continue through Saturday February 27.

We will once again be offering six hours of training on Friday and a full eight hours of training on Saturday. This worked out well last year for those mechanics only wanting to attend on Saturday but still needing the training to update their IA for renewal.

Training on Saturday will feature two hours of FAA Regulations and Policy, and also Part 66 transition, that will qualify participating mechanics for the PHASE I Bronze FAA Aviation Maintenance Technician Award, as well as recertification for IA. Those mechanics choosing to attend the entire seminar will be eligible for the PHASE II Silver Award.

There will be no charge for attending the Aviation Maintenance training. Those of you wishing to attend concurrent sessions associated with the Aviation Conference will need to pay the Conference Registration fee.

### TENTATIVE SPEAKERS:

John Brant - Phillips 66  
Scott Hofacker - Gage Products Co.  
Paul Yedinak - Aircraft Finishing Systems  
Tim Roehl - General Aviation Modification Inc.  
John Stires - McCauley Propeller Systems  
Loren Lemen - Teledyne Continental Motors  
Jim Van Gilder - Corrosion Technologies Corp.  
Mitch Steinberg - Rocky Mountain Avionics  
Craig Zirzow - Aircraft Technical Publishers  
Marcial Ullal - Royal Lubricants Inc.  
Steve Joes & Staff - Helena FSDO

Make plans now to attend, to discuss and learn the latest in aircraft maintenance.

## Scapegoats with Wings

By: James K. Coyne, President  
NATA

My visit to the NBAA convention ended with an ironic reminder that not everyone is happy with all the growth and excitement in our industry. As burgeoning demand for the benefits of business aviation attracts more and more Americans to the GA side of the airport, it was only a matter of time before our erstwhile airline allies started whining about sharing *their* sandbox with anyone else. But the passengers on Flight 2704 out of Las Vegas weren't prepared for what we heard from the pilot of our Boeing 737.

Flight 2704 was supposed to depart at 8:05, but Captain Altaher found something wrong and grounded the plane for a maintenance check of some kind (a flight attendant skeptically confided that Capt. Altaher discovered these glitches much more often than other pilots). We finally pulled away from the gate around 8:50 and got to the runway with two transports and a Citation X in front of us. After a few minutes, we were number one but waited another twenty minutes before takeoff.

Once the gear was up, Captain Altaher introduced himself over the PA and proceeded to blame us for his delays! Scarcely concealing his contempt for general aviation, he declared that his 108 passengers, including me in cellblock 20-F (at the end of the very last row), were delayed because "three corporate jets at North Las Vegas Airport (eight miles away) got priority from ATC." We then learned that most of us would get to Denver too late to make our connections, but if we were angry he suggested that we "should write to the legislature" and tell them to keep corporate jets from interfering with or delaying airline flights.

Then all hell broke loose! Just about every call button lit up and soon the flight attendants were pleading with us to let them serve the coffee without trying to defend what Captain Altaher had said. At least 50 business cards were sent to the cockpit asking for the pilot's name, rank, and serial number. Soon the good captain realized that his manifest included several FAA managers, officials from GAMA, NBAA, and NATA, and about 50 operators of corporate or charter aircraft. The skies weren't friendly any more. Some of us wondered, in fact, how he could possibly control the aircraft with his foot in his mouth!

Captain Altaher's next PA performance was a demonstration of backpedaling at 31,000 feet but still tinged with unbridled arrogance. He didn't mean to criticize business aviation, had been misunderstood by the whole plane, and only wanted to show how irrational ATC airspace controls can be. As I left the plane, I asked if he had erased the cockpit voice recorder.

But the issue of how we share the skies is a serious one, and there's more than enough blame to go around. The airlines want Congress to create a semi-private ATC system, with the airlines effectively in control. If they want out support, they must prove that their real plan isn't to push us out of the way. At the same time, the FAA has to confront the greatest challenge to our civil aviation system: How can we use modern technology to dramatically increase the capacity of our existing airports and remove the constraints imposed on air routing by an outdated and labor-intensive ATC system?

No one can honestly believe that the skies over Nevada are crowded. If the airlines and the FAA can't learn how to reliably dispatch a hundred planes an hour into the vast spaces around Las Vegas, then someone else should be given the job. Otherwise, twenty-first century air travel will be fettered by obsolete equipment and procedures that can't even meet today's demands. And as frustrating as the current mess must be for the airlines, they have no right to urge their customers to support political "solutions" that make us second-class citizens in America's airspace. This problem can only be solved if we all work together.

At the end of Flight 2704, I missed my connection in Denver and got home about three hours late. My luggage arrived a few days later, coincidentally on the fortieth anniversary of the first U.S. commercial jet flight, Pan Am Flight 114 on October 26, 1958. Back then, a commercial jet was the ultimate form of air transportation. *Today, our industry sets the standard of excellence in aviation.* Tell that to Capt. Altaher.



*Pictured above is the 2nd place winner in the Montana Aeronautics Division's Aviation Awareness Art Contest. This winning entry comes from Samantha Dorne a 4th grader from Salmon Prairie School in Swan Lake. Great job Samantha!*

# Active Runway Winter Maintenance

*(Reprinted from Transport Canada  
Safety and Security)*

The objective of a winter maintenance program is to clear the active runway of winter contaminants and to provide current status reports regarding a runway's operational availability.

Depending upon the severity of the storm, it may not be possible to maintain full runway width clearance along the entire length of the runway. In order to continue operations during these storm events, in order to control the depth of snow, slush, etc. within acceptable limits, the site maintenance crew may elect to begin by clearing less than the full width of runway.

It cannot be assumed however, that aircraft operating under inclement weather conditions will always remain within the cleared portion of the runway. It is therefore very important that site staff be made aware of the importance of continually monitoring the conditions in the uncleared portion of the active runway.

It is also very important that the condition of the cleared and the uncleared portions of the runway be reported to Air Traffic Control (ATC), and/or the Flight Service Station (FSS) for transmittal to pilots. Runway surface condition information for winter operations should be observed and reported using the following suggested frequency.

- when there is a significant change in runway surface conditions;
- at least once during every shift;
- every time the runway is swept following anti-icing, de-icing or sanding;
- every time the runway is cleared of snow;
- following every aircraft accident or incident on a runway; and
- whenever the cleared width is less than the full runway width

To ensure safe winter operating conditions, it is important for all aerodrome operators:

- a) closely monitor conditions on both the cleared and uncleared portions of active runways and if necessary initiate corrective action;
- b) comply with the requirements to provide current runway surface condition reports that are accurate; and
- c) review their ability to meet their specified obligations for winter maintenance and where applicable, to work with their Regional Manager of Aerodrome Safety to ensure their obligations are accurately reflected in the AOM.

Finally, airport operators are cautioned that frozen or hard packed snow drifts or snow rows present hazards to aircraft just as any other fixed objects on runways or taxiways.

# Flight Instructor Refresher Clinic

Flight Instructors please mark your calendar for February 5 & 6, 1999, the dates of the annual Montana Aeronautics Division Flight Instructor Refresher clinic.

Allan Englehardt of Instructor Fest vows to give a professional and worthwhile Flight Instructor Refresher Clinic. Allan is from Lake Bluff, IL. He keeps his hand in aviation as a pilot for United Airlines and as a FAA Designated Flight Examiner. He was the recipient of the National Flight Instructor of the year award. He is type rated in Boeing's 747-400, 757, 767 and 777 series. Allan spends his spare time flying a decathlon for fun.

The Clinic meets FAA renewal requirements for CFI and Chief CFI. Registration will be from 1500-1600 on February 5<sup>th</sup> at the Aladdin Motor Inn, Helena. The Flight Instructor Refresher Clinic schedule is as follows: Friday, February 5, 1999-1600-2200 and Saturday, February 6, 0700-1800, dinner & lunch are a part of the FAA approved course and attendance is mandatory.



## \*\*\*\*\* MONTANA AVIATION CONFERENCE - FEBRUARY 25 - 27, 1999

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**Please make the following reservations  
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48 hours in advance.**

**TAKEOFF TO LANDING PACKAGE  
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\_\_\_\_\_ @ \$80/PERSON \$ \_\_\_\_\_  
\_\_\_\_\_ @ \$140/COUPLE \$ \_\_\_\_\_

**-OR- REG. FEE** \_\_\_\_\_ @ \$35/PERSON \$ \_\_\_\_\_  
\_\_\_\_\_ @ \$45/FAMILY \$ \_\_\_\_\_

**THURSDAY LUNCHEON** \_\_\_\_\_ @ \$10 \$ \_\_\_\_\_  
**FRIDAY LUNCHEON** \_\_\_\_\_ @ FREE \$ -----0-----

**FRI IRISH DINNER/MUSIC** \_\_\_\_\_ @ \$10 \$ \_\_\_\_\_  
**SATURDAY LUNCHEON** \_\_\_\_\_ @ \$10 \$ \_\_\_\_\_

**SATURDAY BANQUET** \_\_\_\_\_ @ \$20 \$ \_\_\_\_\_

**TOTAL:** \$ \_\_\_\_\_



Happy Holidays from  
the staff at  
Aeronautics!!!!

*Patty*

*Debra*

*James L. Dail*

*Mike*

*Mike Hogan*  
*Christopher Wilkins*

*Michelle*

*Deanne*

*[Signature]*



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